

# CONSIDERATIONS

UPON THE

## S C H E M E

To make a COMMUNICATION between the  
Ports of

HULL and LIVERPOOL,

BY A

C A N A L.

With some Reasons and Questions, humbly  
offered to the Publick, Whether such Canal  
may not best fall into the *Trent at Burton?*

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## Considerations, &c.

PERHAPS it may not be improper to say, by way of Introduction, that nothing herein is intended to oppose or object to the Extension or Improvement of the Navigation of the River *Trent* by a Canal, but rather to promote it.

The River *Trent* has been immemorially navigable from *Gainsbro'* to *Wilden*. In the tenth Year of King *William* an Act was passed for making the said River navigable from *Wilden* to *Burton*, which is about fifteen Miles by Land, and eighteen or twenty by Water, paying a Tonnage of Three-pence; and the Earl of *Uxbridge*, and his Heirs, were appointed Undertakers to make the said River navigable, Soon  
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after, two Locks were built, one at *King's Mills*, and the other at *Burton*; and the said River was made navigable, and the Navigation has many Years been compleated and used, to the great Advantage of the Publick,

The Canal proposed is intended to be brought from *Wilden* to *Burton*, and to be carried forward through the County of *Stafford*, into the navigable Rivers or Waters in *Cheshire* and *Lancashire* to *Liverpool*. Here it is to be observed, that the Canal from *Wilden* to *Burton* will run for a Tract of fifteen Miles nearly parallel to the River, making a Sort of Island of all the Lands between the Canal and the River. The Distance from *Gainsbro'* to *Burton* by the River is supposed to be a hundred and ten Miles, and the present Freight from thence to *Burton* for Iron, Raff, Hemp, Flax, and all Staple Articles, does not (upon the best Inquiry) exceed 12*s.* *per* Ton neat, including Tonnage, Wharfage, &c. at *Burton*; the Freight down Stream not more than 10*s.* *per* Ton: And if the Boats may be haled with Horses, it will reduce the

the Freights still more, probably one-fifth Part.

The Tonnage and Freight of the intended Canal are not yet certainly known. Let it be supposed two Shillings Tonnage and Freight for every ten Miles; then it deserves the Attention and Calculation of the Publick, whether the Navigation of the River *Trent*, with some little Improvement, as by haling with Horses or otherwise, is not, or may not easily be made equally useful to the Publick, and Goods carried as cheap and well upon the River as upon the said Canal? Where then is the Wisdom or Necessity of rushing into so great an Expence, as must be in making a Canal through the Country with Locks, Fords, Bridges, Aqueducts, &c. for a Space of fifteen Miles, which it is imagined will cost little less than 1000*l.* per Mile, or perhaps more, when there is already so good a Navigation by the River, and that still capable of Improvement?

It is not doubted but a Satisfaction will be made to all Land-owners for such Lands

as shall be actually cut or made use of for the Purpose of the Canal; but what or how is the Satisfaction to be made for the consequential Damage or Inconvenience that must necessarily ensue from the Division and Separation of Estates and Farms?

The Inconveniencies and Mischiefs arising from the Separation of Estates, Farms and Lands, as well as of so great a Tract of a Country as from *Wilden* to *Burton*, can scarce be foreseen or estimated, notwithstanding the *partial* Reliefs of Fords and Bridges; and therefore the Cause of such Mischiefs ought to be carefully avoided, where there is not a manifest and urgent Necessity.

It is the Judgment of skilful Men of the Neighbourhood, that every hundred Acres of Land, divided by such a Canal, will be worse in Point of Inconvenience, and extra Labour in carrying Corn, Hay, Manure, moving Cattle, &c. by at least 7 or 8 Pounds yearly: If this be granted, what will be the Amount of the Damage to so many thousand Acres, lying on each Side of the Canal, for a Length of fifteen Miles?

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Is it not amazing then to see Gentlemen of Fortune and Understanding borne down by a popular Torrent, or led away by a chimerical *Publick Utility*? And either actually consenting, or quietly submitting to see their Estates cut in Pieces, and subjected to far greater Damages than any Advantages the Publick is ever likely to receive from the Difference of Canal Freights and River Freights?

If the Canal is made from *Wilden* to *Burton*, it must run through the Middle of the Manor of *Burton* for the whole Length, which is near six Miles. In this Case it is the greatest Probability, that the Damage to be sustained in that Manor only, by the Separation of Farms and Lands, will be greater than any Advantages that are ever likely to arise to the Publick from the Difference between Canal and River Freights; whereas if the Canal falls in at the upper End of *Burton*, it will scarce be carried half the Length; and in Favour of that, both Necessity and publick Utility may be truly alledged. And will it not seem a particular Hardship, by carrying the Canal through

the whole Manor of *Burton* to *Wilden*, not only in Effect to deprive Lord *Uxbridge* of his Inheritance in the Tonnage vested in him by Act of Parliament, but also to bring this to pass by Means so like a Depredation upon his own Estate? For, though it may be said a great Part of the Land is Common or Waste, yet it is Land of a good and valuable Quality, and likely, as reported, soon to be inclosed and cultivated.

Perhaps it may be objected, that Wharfs and Warehouses are not to be had at *Burton*, as the Manor, and most of the Land there, especially on the Banks of the River belongs to the Earl of *Uxbridge*; but surely this cannot be a sufficient Reason for making all the lower Part of the Canal, and cutting, separating, and destroying so much of so many Peoples Freeholds, when these Matters are now before the Parliament, and may be so easily and effectually redressed, by subjecting a small Part of one Nobleman's Estate to make Conveniencies for the Publick: Or it is to be hoped, the noble Earl himself, and his Lessees, will not refuse (for the publick Good) to come  
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into reasonable Measures, upon having a proper Compensation for the Use of their Conveniencies already made.

The Advantages of haling Boats with Horses instead of Men, as well in Respect of lowering Freights as doing less Damage to Land-owners, is too obvious to require much to be said about it. One Horse is generally looked upon as equal in haling to four or five Men. One Horse may be maintained and paid with the Wages of one Man or less. In haling, every Man must take a separate Path; whereas, a Horse makes but one Path; not to insist that such Men are most wanted in Summer and Harvest-time, (Waters being then low) when they put an high Price upon their Labour, and the Farmers stand in greatest Need of them.

In making the Canal between *Burton* and *Wilden*, there are two Obstacles that will occasion some extra Expences, namely, an Aqueduct to carry the Canal above the High-water Level of the Floods of the River *Dove*, and the cutting through the  
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high Lands at *Weston-Cliff*. As to the first, it is presumed the Water of the Canal must be raised and carried by some Work of Art across a Flatt of a Mile or two; but how this will be effected without materially obstructing and keeping up the Waters in Floods, both higher and longer, to the great Damage of the Persons interested, particularly at *Egginton*, has not yet been accounted for, and seems to require a good deal of implicit Faith to take in. As to the latter, it will not be the first Time that Mountains have been removed by the Power of Men and Money, not always to the best Purpose.

The Reason given in a Pamphlet lately wrote upon this Subject, why the Canal is intended to fall into the River at *Wilden*, rather than at *Burton*, is, because of the Shallows between *Wilden* and *Burton*. Now this Reason will appear of little Weight, when it is known that the Shallows in the *Trent* below *Wilden* are in many Places full as bad as above. And it is a Fact, notorious to all Persons navigating, that Barges of the largest Size and Burthen are mostly employed

ployed above *Wilden*; which is a clear Evidence, that the Navigation above *Wilden* is full as good or better than below.

It is also said, in Favour of the Canal, that it is not subject to Floods. This Reason also, in this Case, will in a great Measure vanish, when it is considered, that so great a Part of the Navigation as from *Gainsbro'* to *Wilden* must still depend upon the Condition of the River, because if the Navigation is interrupted, and the Goods stopt by Floods at *Wilden*, where is the Difference to the Merchant, whether his Goods are stopt and lie at *Wilden* or *Burton*?

The same Pamphlet has very ingeniously enumerated all the Advantages of a Canal, but has not told us the Disadvantages; as that a Canal will be sooner froze and longer shut up by Frost than the River; or that the Barges upon the River, having Sails, are often much assisted by favourable Winds: But as those, and the Use of Gondolas, are Arguments of the lower Class, they are passed by; and it is thought the Writer of  
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the Pamphlet was not well informed of the Rates of Land-carriage, as there seems to be some Mistakes in that Respect.

Should the Navigation be perverted from the River into the Canal, there will be no Tonnage or Fund to support the Locks ; and consequently all that Part of *Leicestershire* and *Derbyshire*, above *King's Mills Lock*, will soon totally lose the Benefit of the River Navigation, which they now enjoy, and must be driven to the Fords and Bridges of the River (which are few and difficult) to get at the Canal.

It is imagined that the Canal from *Wilsden* to *Burton* cannot be compleated in less than two or three Summers ; if so, this furnishes a clear and incontestable Argument why the Canal ought to fall into the River at *Burton*, for some Time at least, while the lower Part is doing. The Distance from the River at *Burton* to the Place where the Canal is to pass, according to the Plan, is not more than twelve or fourteen hundred Yards. If 500*l.* be applied to make a Cut and Lock there, the trading  
Towns

Towns of *Birmingham, Wolverhampton, Dudley, Stourbridge, Walsal, Litchfield, Stafford*, and all that Country, would save twice that Sum yearly in Carriage and Freights, by having the Benefit of the Extension and easier Freights of the Navigation, while the lower Part is doing, if the Reasons for doing it at all should hereafter appear sufficiently prevalent. The Country above *Burton* is suitable and proper for a Canal, no Navigation ready made, and every Reason of Necessity and Utility concurring to evince the Use of it; whereas below *Burton* the Case is much otherwise.

By the Trial above *Burton*, and the making an Aqueduct across the Branches of the *Trent* and Meadows at *Whicknor*, will be shewn to more Certainty the Expence, Use and Effect of the Aqueduct, and what may be expected from it at the River *Dove*; besides, many other Things will be proved by Practice and Experience, which now consist in Estimates and Imagination only. As to Estimates, most People, who have been at all concerned in Buildings or Works of this Kind, know the Uncertainty of  
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them, and what great Difference there often is between the Estimate and the Execution. Next let it be considered, what can be the Objection to suspending the lower Part ;—perhaps the Charge of a new Application to Parliament : But this ought to be looked upon as trivial in Comparison of the Undertaking. And is it not the highest Reason that the Legislature and Publick should have some Proof of the Utility of such a Project, before the whole Power is given out of their Hands for such a vast Design ? This will probably shew clearly whether the lower Part of the Canal may be worth undertaking or not, for if the Goods cannot be carried from *Wilden* to *Burton*, upon the Canal, cheaper by one Shilling *per* Ton than upon the River, it seems scarce an adequate Recompence for the Expence and Damages that must apparently be occasioned by a Canal. If the lower Part of the Canal be only suspended for a while, all the other Parts of the Work may be pushed forward with greater Vigour, as there will be more Men and Money, and the Surveyor's Business will lie in less Compass.

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Upon the whole, though much more might be said, yet as Brevity is often the greatest Excellence of such Pieces, this shall be concluded with the chief Question for the Publick to deliberate and determine upon, Whether the Landed Interest will not be more injured by the Canal from *Wilden* to *Burton*, than the Commercial is likely to be promoted by the Difference of Freights upon a Canal or River Navigation?

What Errors may be in this, the Writer hopes to be excused in, as his chief Aim was to inform the Publick and discharge himself; and he will be well pleased to be set right, and to see a more accurate State or Calculation of these Matters, being no less sollicitous for the Publick Utility, than the most zealous of the Projectors, Subscribers, Petitioners, or others.

*Feb. 6, 1766.*

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Feb. 6. 1766

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